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	gross ten freighters were being built in the ship-
15 thousand deaders	right ten vessels being built in subject port.
heral Yessels	two minesweepers were the largest vessels
	These two
ninesveepers, several aux Moval Basin.	ciliary beats, and some sea-going tugs were all in the
Serchant Yessels	a Stinnes-Line freighter of about five
thousand gross tens was d small Polish freighters w	
Miscellaneous	great improvement in conditions and morale  A tallyman and government official
expressed great faith in	Gomilia and were optimistic about a gradual separa- there is still present, however, a
	overty. Housing is inadequate although the situation a few propeller-driven aircraft flying over the
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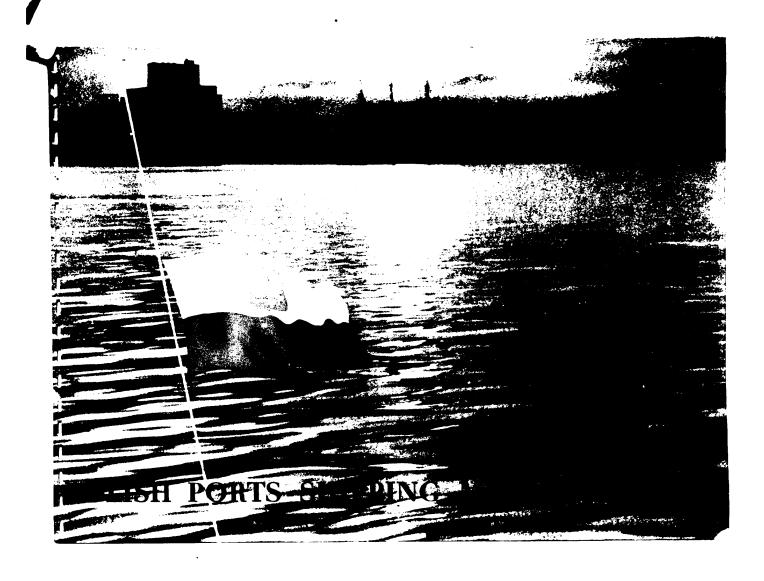
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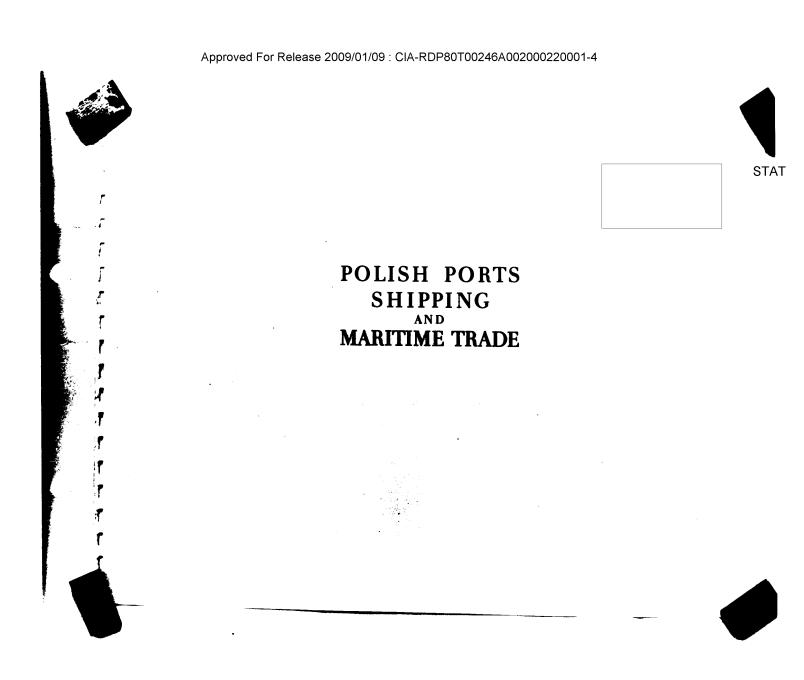
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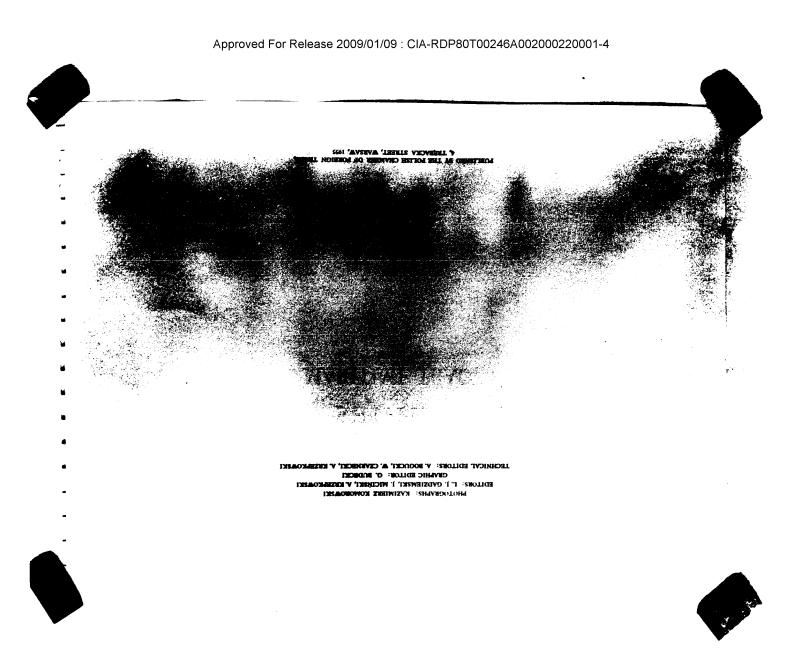
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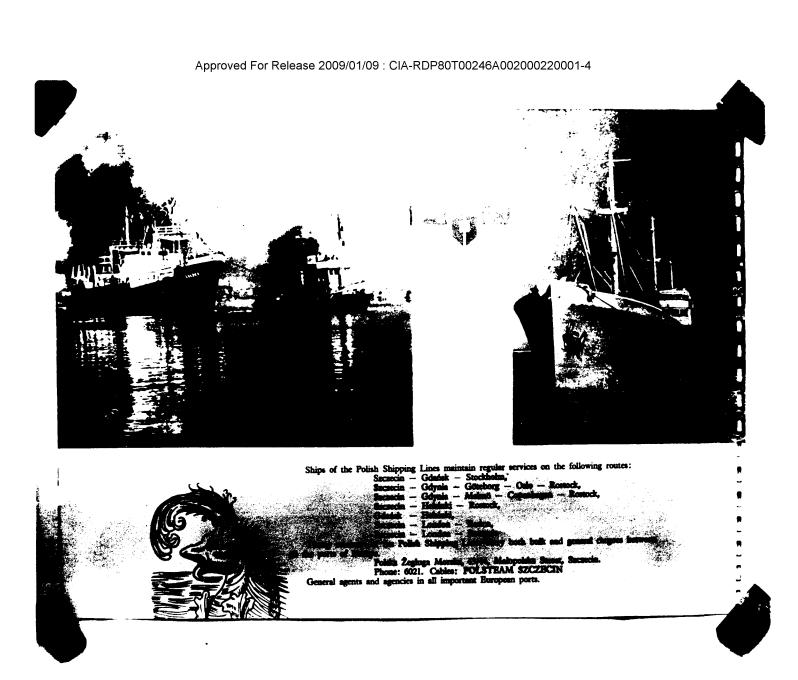


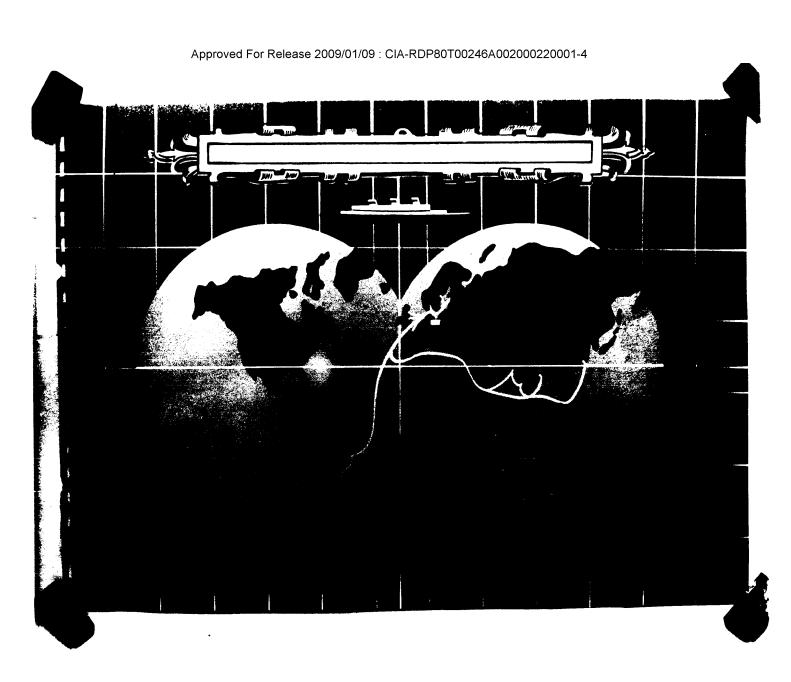






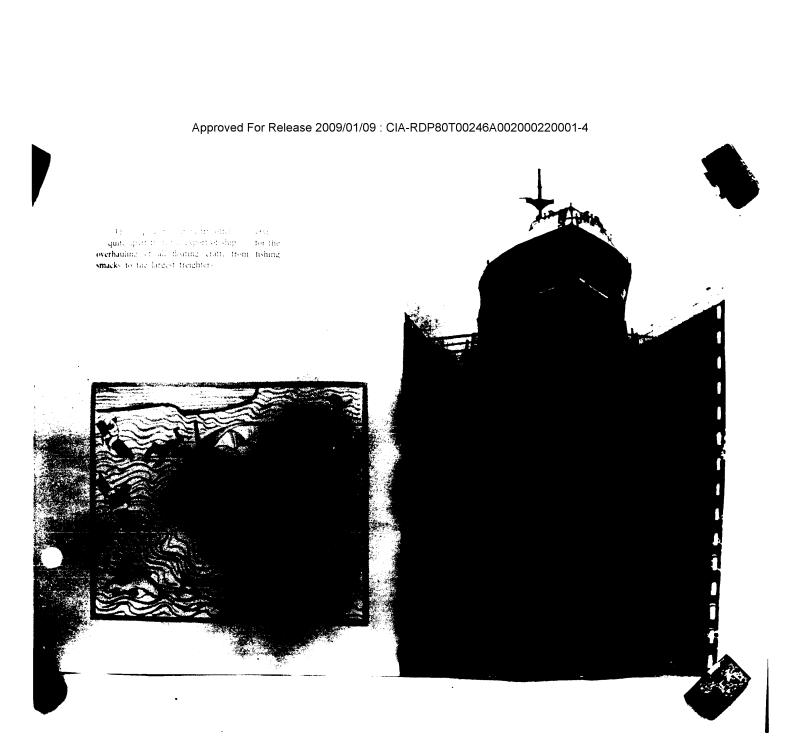








Approved For Release 2009/01/09: CIA-RDP80T00246A002000220001-4





In Pillin opinalding industry has constituted approximation the overhauling of ships. Policibility and curvous classification inspection of ship. Policibility and crews quarters, overhauling of main and auxiliary engines, turbogenerator and deck installations, and for work of any other kind on ships of wood or metal hulls.

Information concerning ships' overheuls in Pelials shipyards may be obtained at the offices of CENTROMOR — Import and Export Office for Marine Craft and Equipment,
Shipbuilding, Drydocking, Quayside and Anchorage Repairs.

Head Office: 49, Mokotowska Street, Warsaw. Branch Offices: 31, Jana z Kolna Street, Gdańsk.

1, Hutnicza Street, Szczecin.





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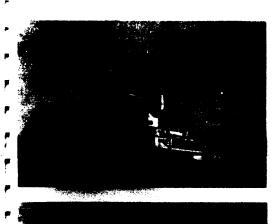




The salvage service of the control of the problem of the Polish Coast

The Polish ship salvaging of the condition of the number of very difficult technical condition. In the above, often with the help of the of their own design, raised from three-sea held dozens of hulks which, bunk fighthe war, were constituting a serious perill to support One of their major achieve of was the refloating of the German battleship "Gnersenau". 26,000 tons blocking to principal entrance to the port of Gdyma.

The Polish ship salvaging service now undertakes all kinds of work connected with refloating ships sunk in ports and at sea. Consultation at any time without obligation



CENTROMOR
Import and Export
Office for Marine
Craft and Equipment,
Ship Salvage
Division, 49, Mokotowska Street, Warsaw. Phone: 86121.
Cables:
CENTROMOR

WARSZAWA

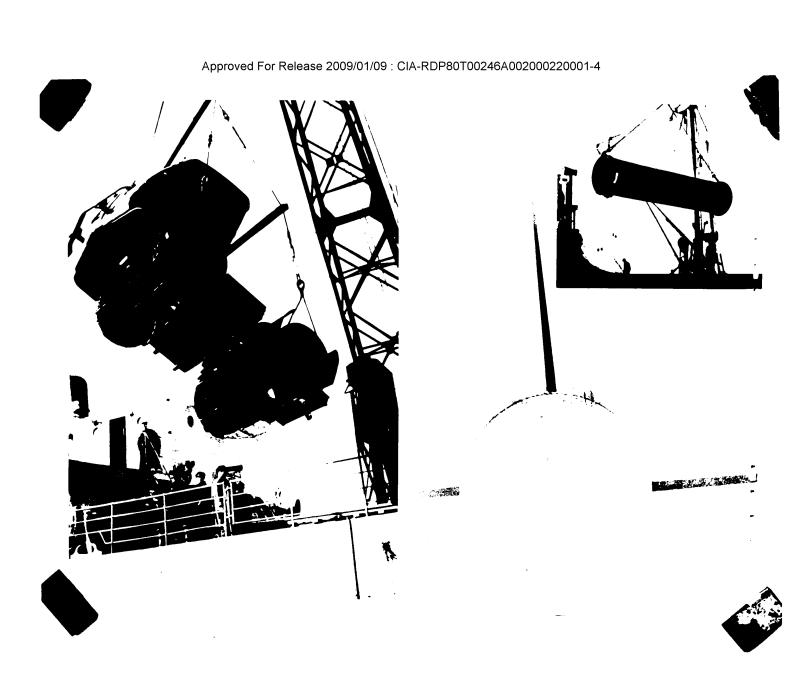


Polish ports operate efficiently and rapidly by reason of their good transloading organisation and their far-reaching mechanization. For the transloading of bulk goods, they have convever loading equipment connected with tipping-waggon devices, gantry cranes, lift-bridges, floating and other cranes of different lifting power. There are elevators and transloading equipment, and tanks for liquid car goes. The handling of general goods consignments is also largely mechanized.

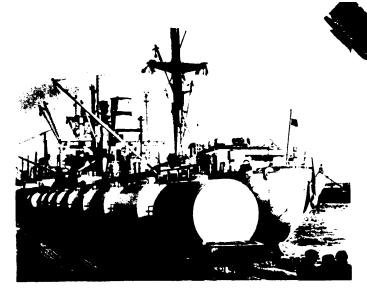








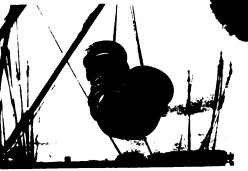
Poland's exports embrace a most varied range of products. In addition to the traditional exports of coal, cement, rails and rolled iron goods, locomotives and a number of foodstuffs, such as ham, eggs, and berries, there is an increase in the exports of machine tools, precision tools and equipment, means of transport, chemicals and other goods.



















Millions of tons of these goods have during the last few years been shipped on vessels leaving for different parts of the world. A corresponding amount of other raw materials and industrial products have been discharged in Polich ports from ships flying a variety of flags.

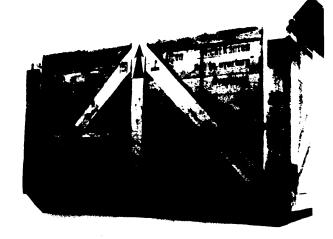
Dock statts in Polish ports are prepared to carry out work of all kinds. They have due regard for both the

Loading and unloading is carried on, in principle, all round the clock, with the exception of the timber wharves, where for safety reasons the working day runs from 6 a.m. to 10 p.m. Work is stopped in the ports, except for exceptional circumstances, on Sunday and the following legal holidays. New Year's Day. January 1. Epiphany. January 6. Easter Sunday and Monday, Labour Day. May 1. Corpus Christi, Independence Day. July 22. Feast of the Assumption. August 15. All Saints' Day. November 1. Christmas. Day. and. Boxing. Day. December 25 and 26.



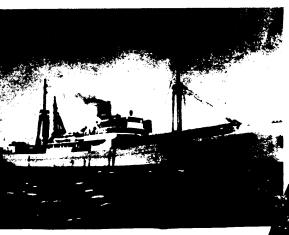


Polanic interest in the component of international trade in under a few tradition that the her ports grant prefer strall rate is land to sea train it cargoes. The following are among countries at present making use of train it facilities through Polish ports and territory. Sweden, Denmark, Czechoslovakia, the German Democratic Republic, the Soviet Union, Hungary, Austria, the United Kingdom.











International Torwarders.

Warsaw Head Office: 26, Przemysłowa Street. Phone: 85071

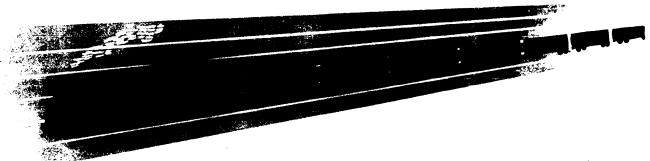
Offices: 27, Aleje Jerozofimskie, Phone: 86606, Cables: CEHAR-IWIG WARSZAWA.

i WIG WARNZAWA.
Gdansk 3, Na Zaspy Street, Nowy Port. Phones: 33101 to
33106. Cables: CEHARTWIG GDANSK
Gdynia 7, Derdowskiego Street. Phone: 39817. Cables:
CEHARTWIG GDYNIA

3, Plac Zwyciestwa Phone: 5532. Cables: CEHAR-Szczecin

TWIG SZCZECIN.
Stalinogród 37, Słowackiego Street. Phones: 34501, 34502
Cables: CEHARTWIG STALINOGRÓD.





The enterprise which specialises in handling export and import goods as well as in transit traffic through Polish territory, and especially through the ports of Gdynia, Gdansk and Szczecin, is C. Hartwig Co. Ltd.

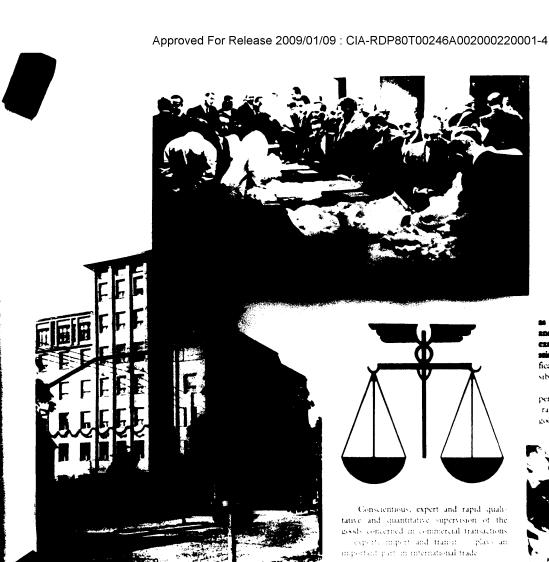
This enterprise has agents at all the chief land and sea frontier posts, where it undertakes whatever is connected with international forwarding. Thus, on customers' instructions, and under contract, C. Hartwig Co. Ltd. guarantees means of conveyance, organises transload ing, warehousing, qualitative and quantitative supervision of goods, insurance of consignments in transit or in storage, prepares shipping documents, etc.

Some of these functions are entrusted by C. Hartwig, Co. I td., in the name of customers, to specialist firms, but they themselves accept responsibility for the proper execution of the entire order.

In addition, on the basis of extensive documentation, C. Hartwag Co. Ltd. has available into incrion and across of all kinds, in matters concerning international torwarding charges and appropriate formalities, they are able to adviso in stream for lapments in the most advantageous mannet

C. Hartwag C. (15th transition the course of their long experience acquired the full conflict research betw. Point, and foreign disponents





Supervising and control of consignments as regards determination of weight, measure and quantity, taking of samples, qualitative examination, laboratory analyses and expre-ssion of specialist opinions, issuance of certificates all these are, in Poland, the responsibility of POLCARGO.

The functions enumerated above are performed by Polcargo as affecting goods raw materials, semi-finished and finished goods, covered by foreign trade transactions.









Gdansk was founded around 996 A.D. During its meatly 1500 p. history its development and pro-points have been due only to Polar, for Polish foreign trade. Gdansk was always some of the large transfer in 1500 points of Europe, and it points a great Baltic transloading and common call centre has been maintained to the day.

The port has extensive, so the extent natural, door it reach in the branches of the Vistala delta. Pulses under longitude 18, 40, Last and latitude 84, 24. North. The depth of the marking harbours, ample for great commercial visual. The introview by harbours, attraction and difficulties. The harbour extrains a displayed by mode, at which the eastern is the longer as protect in against the prevalent Last winds.

The port is equipped with crane and transporter cranes of all kinds, pocosses modern warehouses, grain discover containers for liquid goods convevor equipment for coaling from railway wagons. A modernized and extended network of railway lines make it possible to handle all goods efficiently on land.





The centre of the city of Gdańsk was destroyed during war operations; it has already been largely rebuilt and connected up with the extensive suburbs and suburban industrial port zones, to form a single entity











The reconstruction of the Old City, like that of the Old City in Warsaw, is being carried out so as to present as faithfully as possible all the old architectural features. At the same time, inside the houses, behind the fine Medievial façades, are modern, sunny apartments.

Every day, there go up new walls of houses; every day some new house adds further charm to the city with a new splendid taçade and brings it nearer to the beauty and magnificence of diemited tradition. The Polish Government is lavish in its appropriations to help Gdansk in transming as soon as possible its former magnificence.







Gavina was in 1923, a fi lang village with lettle more than Loop inhabitant. To be it is a town of Loope inhabitant, and the port has reached a transhipment capacity of over ten million one a viar

The port of Gdyna lies on the south western shore of the Bay of Gdan'k, under latitude \$4.32' North and longitude 18.34' East. Easy access to the port and safe anchorage off shore even during atomix weather are assured by geographical location. Natural shelter from the rollers from the open sea and against north-westerly winds is atterded by the Hel Peninsula, stretching far into the sea.

The port freezes only during exceptionally cold winters, but even then is kept open to shipping by powerful icebreakers. The harbour is equipped with all types of modern cranes, conveyor type transloading equipment with tipping devices, numerous warehouses and tanks for liquid tuels, an elevator, a rice husking mill, refrigerating plant, mechanical workshops, etc.

All this has considerably raised the efficacy of the port. It can undertake large-scale transloading, and also handles both general and heavy goods consignments in conditions ideal for shipowners.









The port of Newton contracted under estimate so the Nerth and contract. A line of this the large treatment port in the Baltic, embracing an area of about 900 to the line of point where the river Offra flow linto Take Dab and the Newton lagorin. The loven compositions a multitude of natural basins and canals formed by the numerous branch list to Offra river. It lies 65 kilometres from the local

Secrecin was once the port for Berlin, allowed to fall into one of in factor of the Gorman ports, especially Hamburg and Bremen. Today, Secrecing a connected by the Odra and it



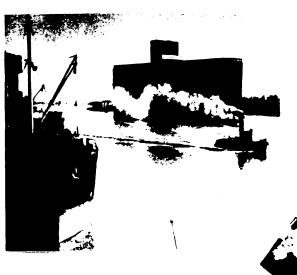
entire basin. 1,700 km, of waterways in all with the great. Silesian industrial region. It has become an important transloading port, serving the trade between the Scandinavian countries on the one hand, and Poland and the Danubian countries, on the other. Czechoslovak goods shipments, in particular, both exports and imports, make use of transit facilities on the over 700 kilometre-long course of the Odra.

The port of Szczecin has modern transloading equipment, including one of the largest grain elevators 43,000 tons) in Europe, numerous new warehouses and general goods cranes, built in the place of those destroyed during the war.

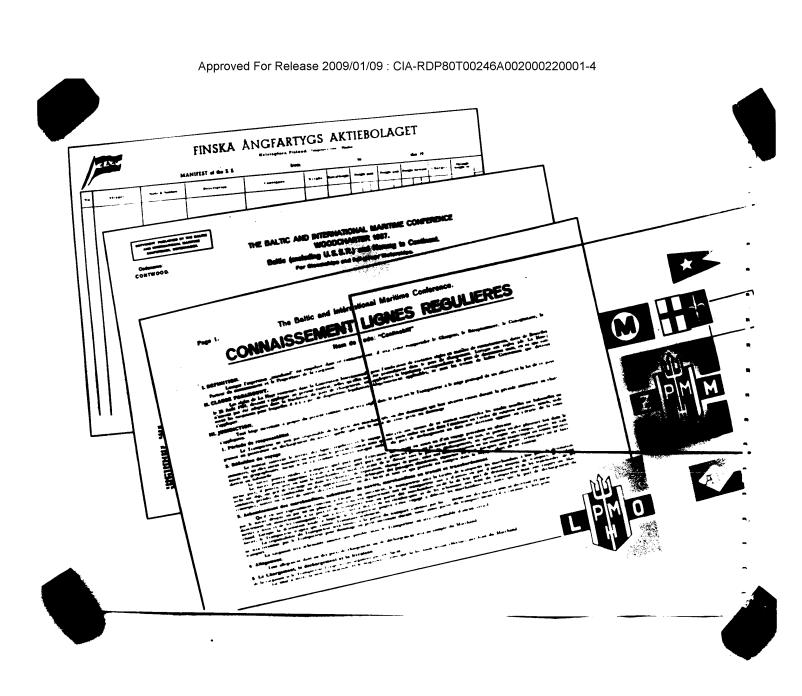
The city's economic life is also developing today, through the reconstruction of maritime shipyards and nearby industrial plants, operating in connection with the port. The great number of barges on the Odra bear witness to the increasing importance of Szczecin as a great transit port.



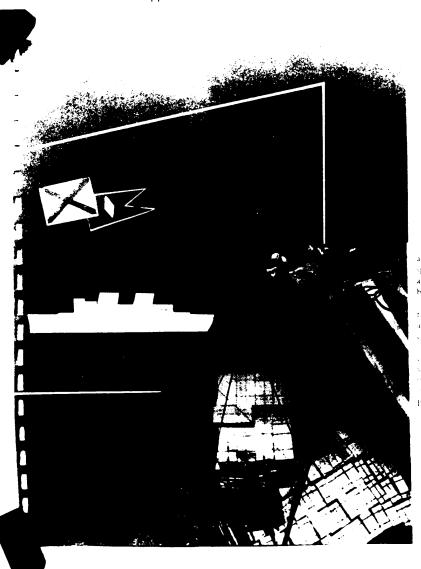














## **POLFRACHT**

in Politischtus is a Polish chartering enterprise, arranging as with its agent of the disposal of the goods, for appropriate maritime tracsport a between exporting and importing countries. This enterprialso actions behalf of Polish shipowners, on the look-out for eargies both Pelish and tercim-

Soft Petrol, and forcing a polymber of a The Baltic and International Maritime Conference on Copenhagen and, as one of the most imported and softed so out to be imperienced in the International Appendix on the Interpolan market, by a stronger is with and therefore in other countries.

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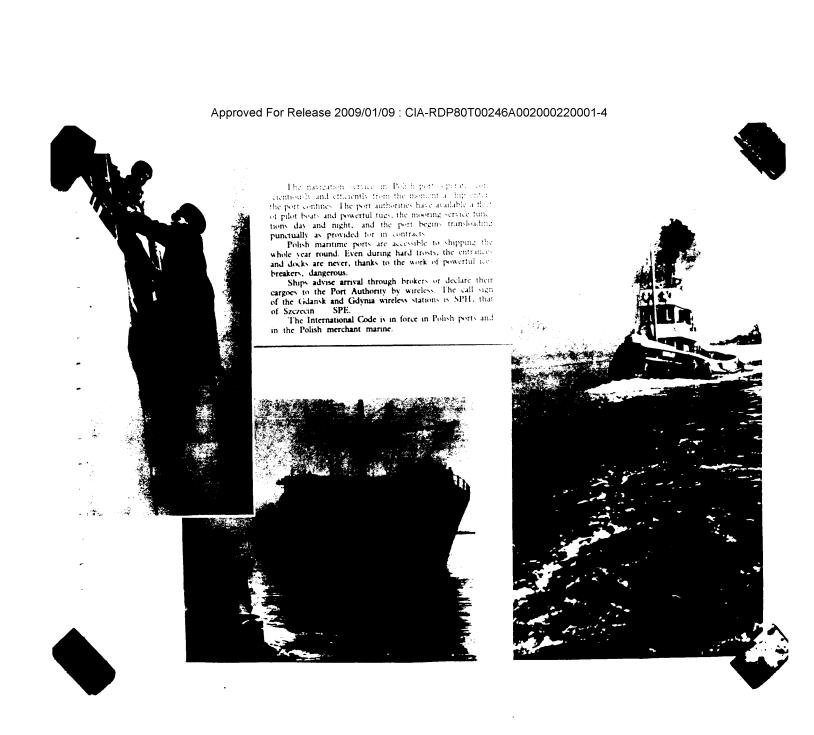
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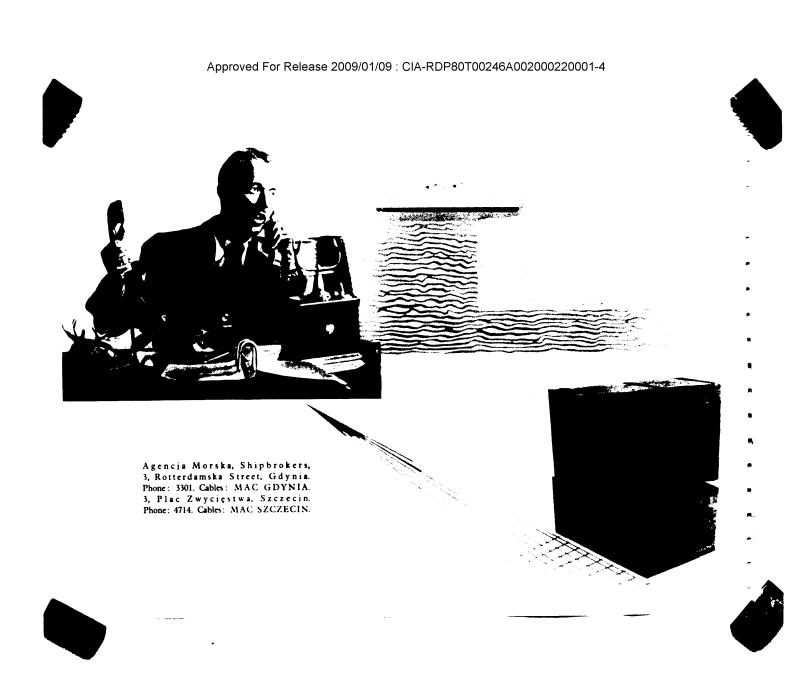
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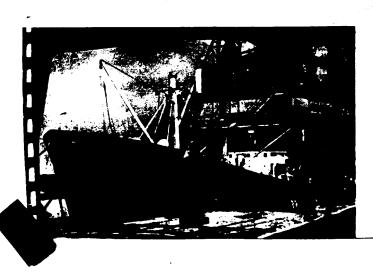






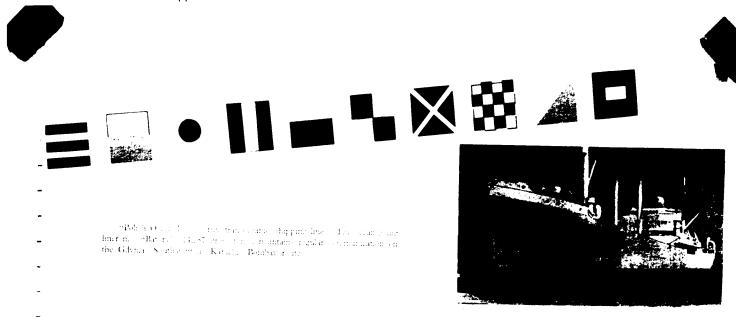


# **MARITIME AGENCY**



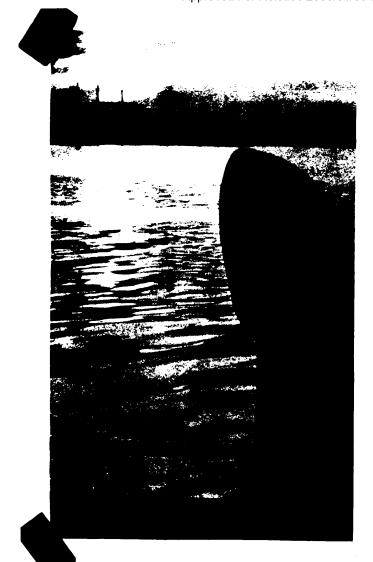
"Agencia Morska" Maritime Agency is a great ship brokerage firm, dealing in Polish ports with all questions arising between shipowners on the one hand and ships and cargoes on the other—insurance, clearance and so on, "Agencia Morska" is in constant contact with Government agencies and port enterprises. This firm represents numerous shipping lines throughout the world, for which it performs all brokerage functions rapidly and with thoroughness. Included an ing those who avail themselves of the services of "Agencia Morska" are such lines of worldwide repute as "Nvenska Amerika. I men, Co-febora. "Det Ostasiatiske Kompagni, K., benhavn", "Koninklirke Rotterdamische I ford."











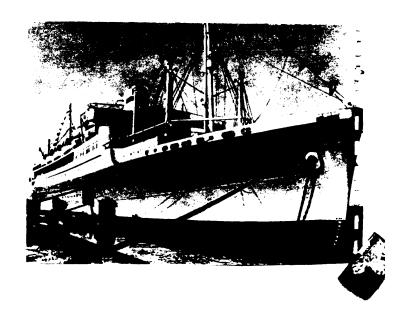


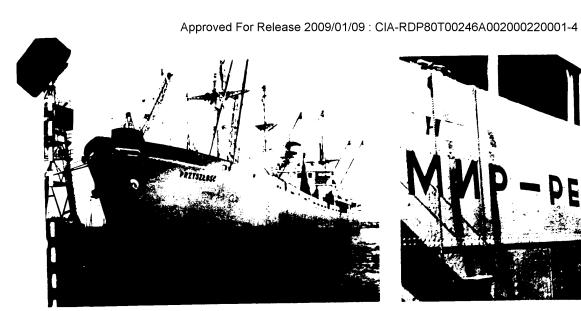
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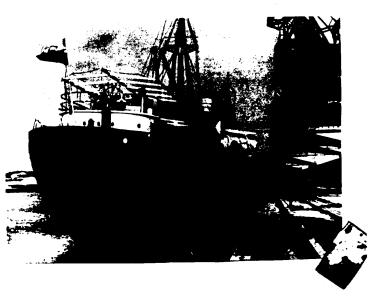
Pilikie Time Oceaniczne, 24, 10-go Lutego Street, Gdyma.
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Conetal agents and agencie in all important world ports.







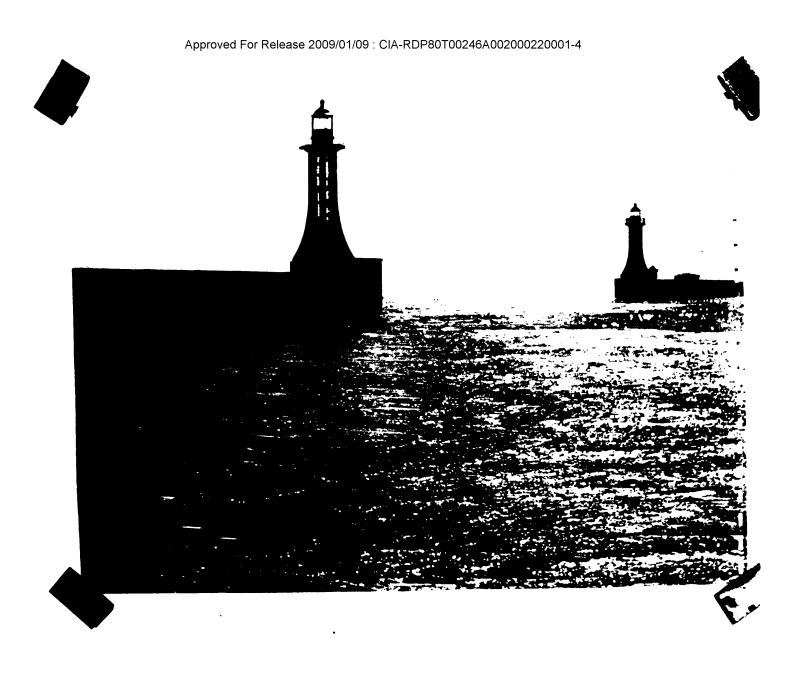


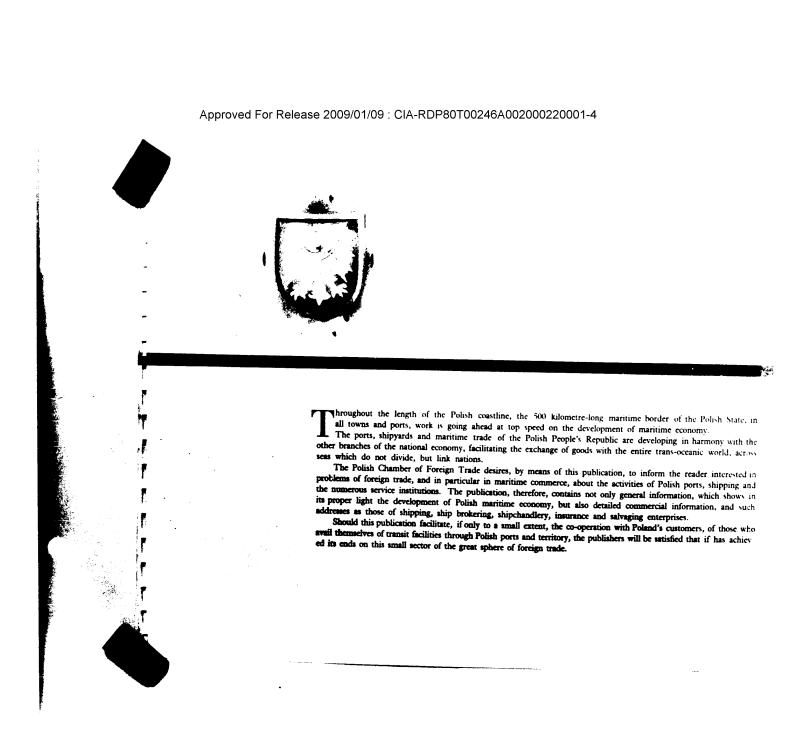




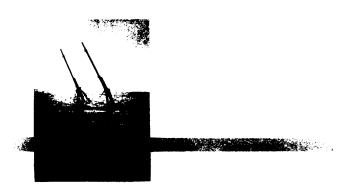
# POLISH PORTS SHIPPING AND MARITIME TRADE











The loss and damage suffered by Polish coastal installation during the war years amounted, not counting the loss to private property and that of the merchant marine and navy, to 300 million dollars, on the basis of pre-war prices.

The enormous losses in the ports, shipyards and coastal towns were all the more serious, in view of the fact that the decimated and impoverished Polish people had simultaneously to set about such enormous tasks as the reconstruction of Warsaw and many other cities, of railways, roads, schools, hospitals and public utility installations, and to bring under cultivation enormous stretches of land lying fallow.

The historic city of Gdańsk, one of the most beautiful in Europe, which had grown and become prosperous through many

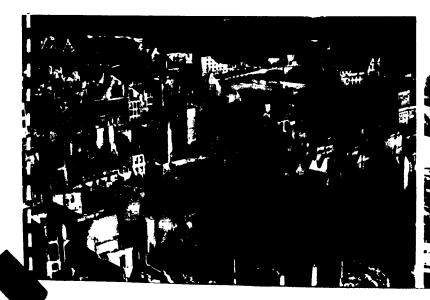
centuries of co-operation with Poland, lay in terrible ruin, its magnificent architecture rich in historic works of art turned in rubble.

Of the 270,000 sq. m. of warehouses in pre-war Gdańsk, only 20,000 sq. m. were left standing; two thirds of the granaries, once capable of storing 160,000 tons, were completely destroyed. The cooling plants, oil tanks and herring warehouses were wiped out.

The port railway lines, transhipment equipment, bridges and viaducts, electrical power plants, rolling stock, flood dams, ship-yards and factories, water mains and canalisation conduits—all were either seriously damaged, completely destroyed, or removed by the Nazis.















The port of Gdynia was also almost completely destroyed. Suffice it to quote as illustration that of the 4,000 metres of breakwater, built by the latest ferro-concrete construction methods, 80 per cent lay in ruins; of the 200,000 sq. m. of modern port warehouses, 170,000 sq. m. were completely destroyed or from 60 to 70 per cent. damaged; the mechanical equipment of the port cooling plant, the rice husking plant, the oil mill and the grain elevators were either shattered or had been removed; of 112 mechanical transhipment machines, only 40 were in place and even those in a condition requiring complete overhaul.

Szczecin suffered to a similar degree. It was so devastated as to make appear impossible the reconstruction of the city and the rehabilitation of the port as an conomic instrument. Military operations and the vindictive hand of the Nazis did not spare the smaller coastal towns, or even tiny fishing villages dispersed along the shore.

During the first days of freedom the Polish sea coast presented a picture of ruin and emptiness.

Now, after ten years of strenuous work, how different is the aspect of the coastal ports and towns! The ports have been rebuilt, equipped with modern loading equipment and warehouses, and now have a transloading potential greater than they had before the war. The shipyards, which constitute a powerful overhaul and construction centre for the merchant fleet, have also been developed.

· 主新港水

The steel for the construction of new sheds, ware houses and cranes, the machinery and all kinds of technical equipment, were provided by the industrial hinterland of the country, which has caused to be a region producing only "raw materials and agricultural produce" and has become a country having a powerful metal industry.

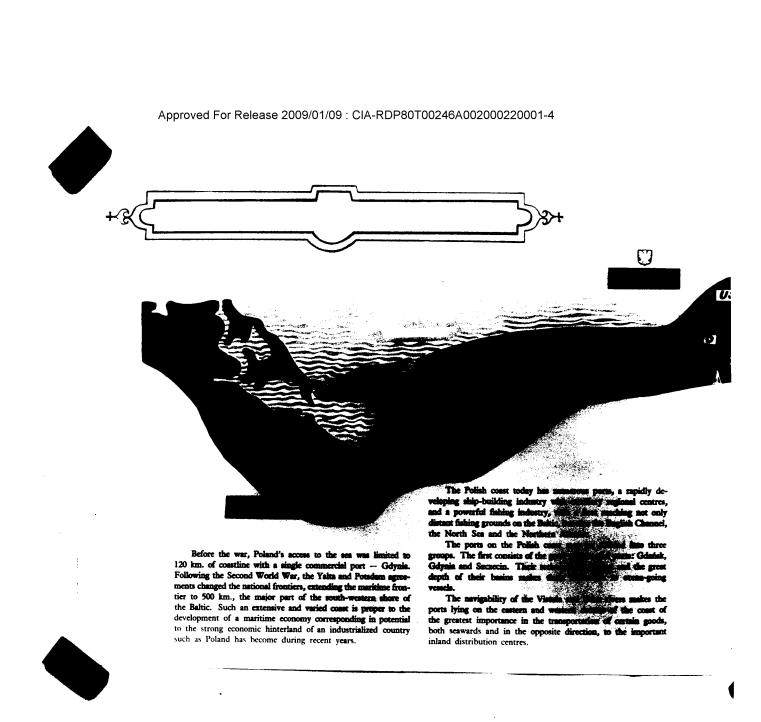
The reconstruction of the technical port installations would have been unthinkable without the development of heavy industry. Neither, without steel and cement, would the port towns have risen from the rubble and be at the present time pulsating with life.













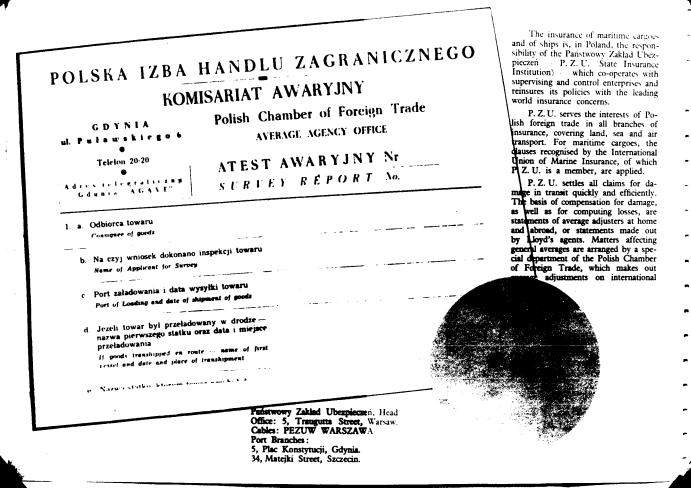
The insurance of maritime cargoes and of ships is, in Poland, the responsibility of the Państwowy Zakład Ubezpieczeń P. Z. U. (State Insurance Institution) which co-operates with supervising and control enterprises and reinsures its policies with the leading world insurance concerns.

P. Z. U. serves the interests of Polish foreign trade in all branches of insurance, covering land, sea and air ransport. For maritime cargoes, the dauses recognised by the International Union of Marine Insurance, of which P. Z. U. is a member, are applied.

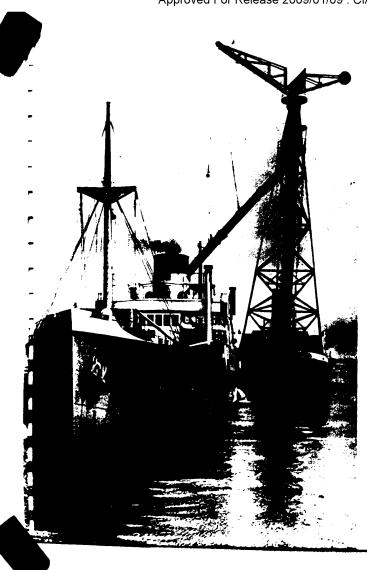
P. Z. U. settles all claims for damage in transit quickly and efficiently. The besis of compensation for damage, as well as for compensation sets, are statements of average adjusters at home and abroad, or statements made out by lloyd's agents. Matters affecting general averages are arranged by a special opertment of the Polish Chamber of Foreign Trade, which makes out adjustments on international

Palstwowy Zakład Ubezpieczeń, Head Office: 5, Traugutta Street, Warsaw. Cables: PEZUW WARSZAWA Port Branches: 5, Plac Konstytucji, Gdynia.

5, Plac Konstytucji, Gdynia. 34, Matejki Street, Szczecin.









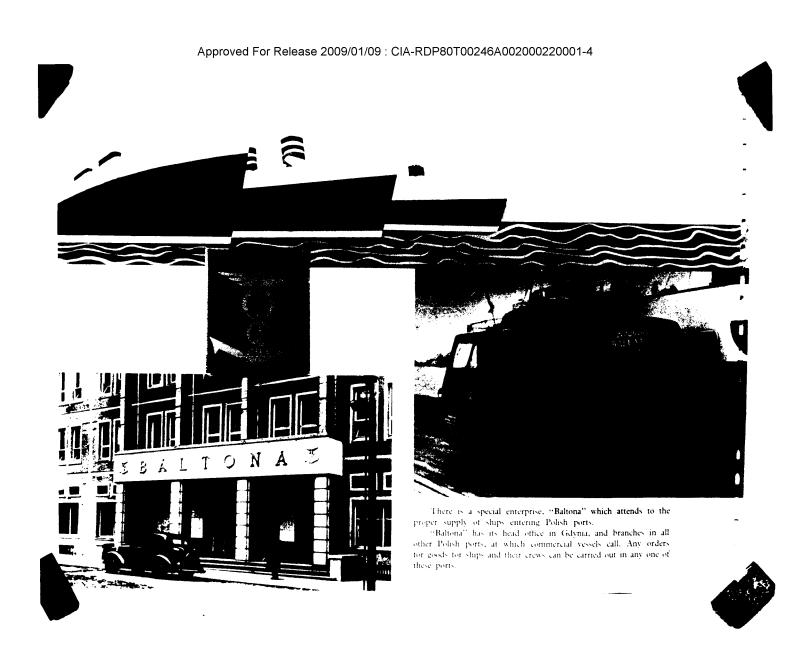
Polish ports constitute ships' supply bases, especially as regards bunker coal. This coal is of best, high calory variety, suitable for boiler heating, does not block the furnace and yields a minimum of ash.

Ships coal at quay-side bunkers, or from special ships belonging to "Polcoal", from which transhipment is effected in the docks or even at off-shore anchorages.

The export of Polish coal is in the hands of "Weglokoks", which has, in every port, its offices for the sale of bunker coal.









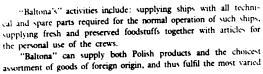












Prices are very advantageous for shipowners, not exceeding and

being in many cases lower than the prices charged for similar articles in Western European ports. "Baltona's" free customs zone warehouses are stocked with goods

coming from practically all over the world and chosen for their

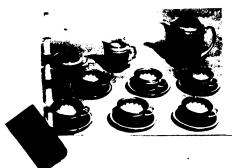
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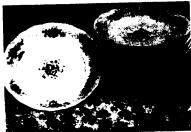
Model port shops under "Baltona's" management, make it easy for customers to select, at market prices. Polish made and imported goods. Seamen in considerable numbers visit these shops to purchase souvenirs of all kinds made by the Polish popular crafts industry, and a variety of articles of personal use, amber products, china and rugs.

BALTONA Shipchandlers, 6, Pulaskiego Street, Gdynia. Phones: 1055 and 4306. Cables: BALTONA GDYNIA

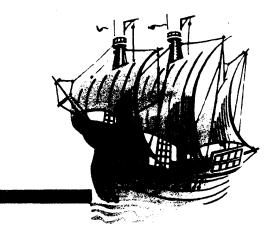
Mailing branches:

Gdynia 9, Rotterdamska Street, Phones: 2860 and 3073. 18. Zamknieta Street, Nowy Port. Phone: 33281. Gdansk 10. Gdanska Street, Phone: 2442. Szczecin 27. Okolna Street.









Ship's crews arriving in Polish ports are thoughtfully cared for by the trade union of Polish Shipping Workers, and by the offices of the Polish Merchant Marine.

Polish ports have modern Scamen's Homes, where ships' crews can spend their time pleasantly while in port. Spacious, comfortable rooms, large halls, club rooms equipped with all sorts of games, radios, pick-ups, cinema screens, and a well-stocked library—all at sailors' disposal. Meals, in Seamen's Homes, are served in well appointed restaurants.

The sponsors of the Seamen's Homes have also been mindful of providing care for the health of seamen who frequently arrive in port after long voyages. Fully equipped dental surgeries, clinics, radiotherapy, all directed by specialists, ensure medical care at the highest level for all who avail themselves of Seamen's Homes.







ORBIS is a vast State travelling and touring agency, covering a wide territory of activity and rendering a great variety of services.

Orbis has its own hotels and restaurants in the following towns of Poland: Warsaw, Bydgoszcz, Cracow, Łódź, Poznań, Sopot, Stalinogród, Szczecin, Wrocław, Gdańsk and Zakopane. In these hotels are Foreign Visitors' Service Bureaux, currency exchange desks and railway and theatre ticket booking offices.

Orbis has its own boarding houses, numbering some 100 in all, in the most beautiful health and holiday resorts.

Orbis restaurant and sleeping cars serve more than 50 inland and 5 foreign railway routes.

The inland offices of Orbis assume responsibility for all matters connected with travel

There is a special Orbis department for the assistance of persons from abroad arriving in Poland or in transit through Poland. It is called the Foreign Visitors' Service Bureau, and acts through its own inland offices, or foreign travel agents representing it in other countries.

